STATE ROUTE


District 6

# Transportation Concept Report

Office of System Planning December 2004

**Approval Recommended:**

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# Transportation Concept Report
# State Route 58
### December 2004

## I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2004, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, or whichever LOS is feasible to attain, on State highway facilities. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental context. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies transit, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 58 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

## II. ROUTE DESCRIPTION AND PURPOSE

**Begins**: At Route 101 near Santa Maria in San Luis Obispo County.
**Ends**: At Interstate 15 near Barstow in San Bernardino County.

**Length**: A 234-mile highway across the Coastal Ranges, San Joaquin Valley, the Tehachapi mountains and the high desert.

This Transportation Concept Report covers the 143.9 miles of SR 58 within District 6, from the San Luis Obispo line to the San Bernardino County line. Route 58 in District 6 encompasses Kern County only.

At the beginning of this TCR is a map showing the location of Route 58 within District 6 (Location Map, page "i").

**Land Use:** Primarily rural agriculture and grazing land, with smaller communities such as McKittrick, Buttonwillow, Tehachapi and Mojave interspersed along with highway commercial establishments at numerous interchanges.

The highway also travels through the urban center of Bakersfield. There are industrial uses such as refinery plants, and a Frito Lay food processing plant. Oil pumping fields are prevalent near the Bakersfield area.

**Terrain**: Generally on flat terrain; however, other topographical features include high plains, rolling hills, mountains, and desert in the southern Kern County portion.

## A. Modal Alternatives

**Amtrak Rail:** The Amtrak bus connection routes travel along Route 58 and make connections to the cities of Tehachapi, Mojave, and Boron. The buses connect transit riders to the Amtrak train station in Bakersfield.


*The Golden Empire Transit (GET) operates fixed routes within Bakersfield, which includes travel on Route 58.*

**Transit Services:** Both fixed-route and dial-a-ride buses serve the local traveler. Common transit carriers include Golden Empire Transit (GET), Orange Belt Stages, and the Kern Regional Transit. The Kern Regional Transit operates fixed route and dial-a-ride service throughout rural Kern County and along Route 58 from Buttonwillow through Bakersfield, Tehachapi, Mojave and ending at Boron. Specific information on transit services is located in the Appendix.

**Bicycle Routes:** From the San Luis Obispo County line to its junction with SR 99 in Bakersfield the route is comprised of conventional roadway segments comprised of 2, 4, and 6-lane road and all segments are opened to bicycle travel. From the junction of SR 99 to the junction of SR 223 the route is comprised of 4 to 6-lane freeway segments, all of which are closed to bicycle travel.

From SR 223 to the San Bernardino County line the roadway is comprised of freeway segments, where it is opened to bicycle travel except near Mojave, where an alternate route exists. Specific information on bicycle access is located in the Appendix.

## B. Intelligent Transportation Systems

Numerous applications of ITS exist or are proposed throughout the extent of Route 58. Examples of existing ITS applications along Route 58 are: weather stations (WS) changeable message signs (CMS), closed circuit television (CCTV), and highway advisory radio (HAR). Specific segment by segment information is located in the ITS chart in the Appendix. Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system within Kern County. Specific information on ITS is located in the Appendix.

### C. State Route 58 Highway Facts

* Route 58 was included as part of the State Highway System (1933) and the California Freeway and Expressway System (1959).
* Route 58 is a high-volume interregional east-west route. As a major route in the most productive agricultural region in the world, Route 58 is critical to the economic vitality of the state. It provides significant goods/freight movement connections between I-5 and Route 99 in the Central Valley. Route 58 also links to other important goods movement connections nationwide such as Route 14, I-15, I-40 and US 395.
* Heavily used by interstate travelers, commuters, recreational travelers, and goods movement, SR 58 has an Annual Average Daily Traffic (AADT) ranging from 300 to 76,000, with trucks constituting up to 38 percent.
* The section of SR 58 east of I-5 to the Kern County border is designated as a High Emphasis Focus Route (HE, F)on the Interregional Road System (IRRS).
* Recognized as a Transportation Gateway of Major Statewide Significance, SR 58 has several improvements indicated along in the Interregional Transportation Strategic Plan (ITSP).
* Route 58 is identified as a "Priority Global Gateway" east of Interstate 5 for goods movement in the Global Gateways Development Program (January 2002).
* Under the Federal-aid Surface Transportation Program, the section of SR 58 east of the Route 58/99 separation is part of the National Highway System (NHS) as a STRAHNET route.
* Route 58 is on the National Network (NN) for STAA trucks (large trucks) east of the Route 58/99 separation.
* The Function Classification of SR 58 is Minor Arterial west of the Route 58/99 separation and Principal Arterial in sections east of the Route 58/99 separation.
* East of the Route 58/99 separation to I-15 in Barstow, Route 58 is identified as an Intermodal Corridor of Economic Significance (ICES)

### D. Specific Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA- Hoover's woolly star plant, Bakersfield cactus, California jewel-flower and Kern mallow.

FAUNA-San Joaquin kit fox, Tipton kangaroo rat, desert tortoise, Mojave ground squirrel, San Joaquin antelope ground squirrel, burrowing owl, giant kangaroo rat, blunt-nosed leopard lizard, Swainson's hawk, Buena Vista Lake shrew and Tehachapi slender salamander.

*The desert tortoise is one of the listed sensitive biological species in the Route 58 corridor.*

## III. Segment Map

Attached on the next page is an 11x17" foldout TCR segment map for Route 58. This map shows the 22 segments of SR 58 in Kern County.

Following the 11 x 17" segment map, is an overview of Route 58 geometrics (including segment detail maps), land use, and environmental considerations. The overview is split into several segment groups. See the attached 4-page 11 x 17" fold-out Summary Chart for additional information in table form.

## IV. Geometrics, Land Use, and Environmental Considerations

***Segments 1-6: San Luis Obispo County line to the Interstate 5/Route 58 Separation***

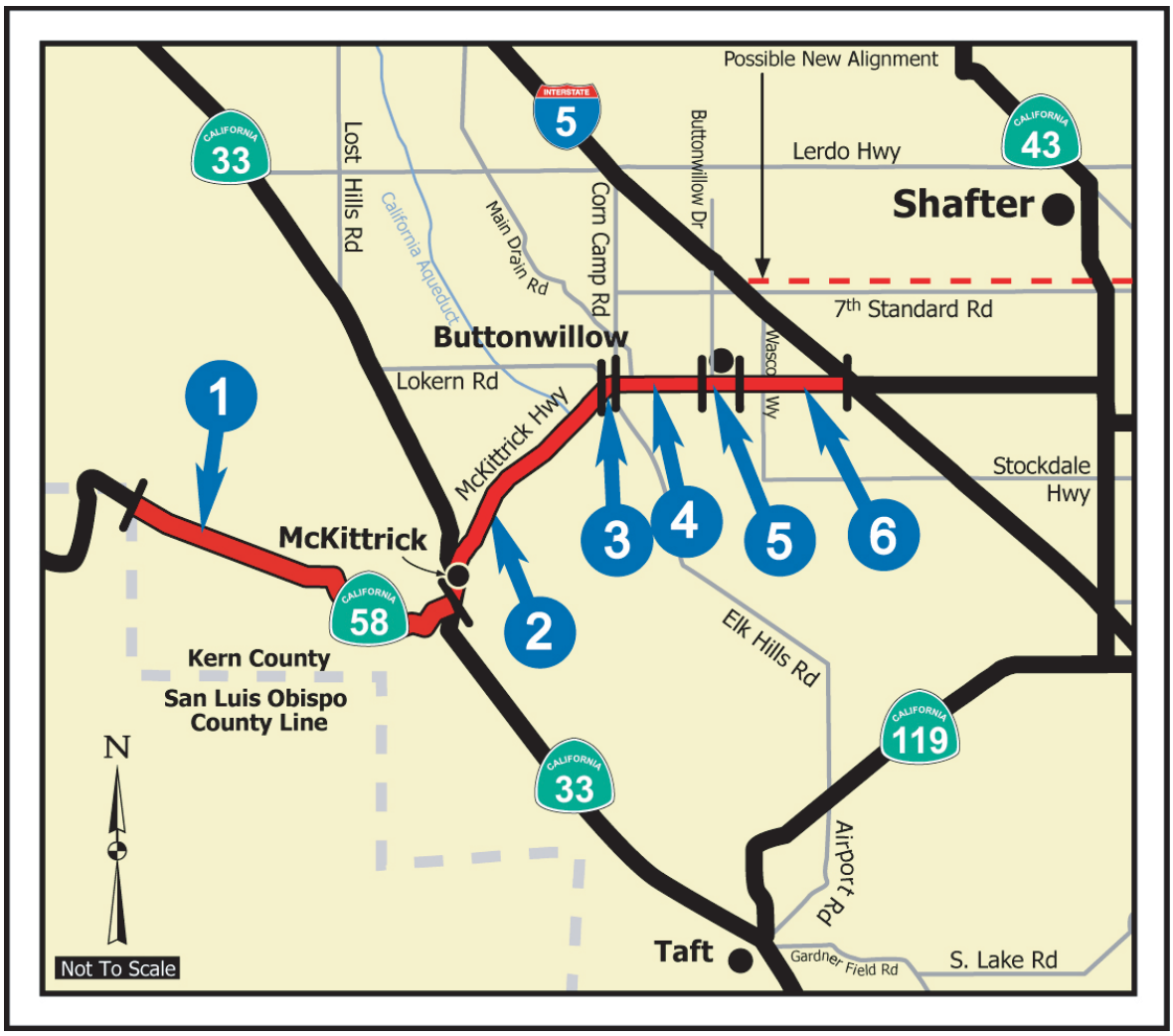
**Begins:** At San Luis Obispo County line.
**Ends:** At the Interstate 5/Route 58 Separation in Kern County.

**Land Use:** Along with the rural towns of Buttonwillow and McKittrick, the land use consists of rangeland, agricultural lands, and agri-business. The highway crosses the California Aqueduct at Post Mile (PM) 23.03 and the Buena Vista Canal at PM 24.01. Oil wells, along with related storage tanks and facilities, exist alongside the route. Commercial activity exists at the I- 5 interchange.

**Facility:** With the exception of the section in Buttonwillow (segment 5) which is a 4-lane conventional highway, SR 58 (Segments 1-6) is mainly a 2-lane conventional highway. Lane widths can be narrow, varying from 9-12 feet with only a striped median. Treated shoulder widths vary from 0 to 8 feet.

*Segments 1-6 of State Route 58, from the San Luis Obispo County line to the I-5/Route 58 separation in Kern County, consist of mostly long, rural stretches of 2-lane highway.*

*Interchanges and other State highway connections:*
There is an interchange connection with Interstate 5 and an intersection with Route 33. For less than a mile, Route 58 coincides with Route 33 through the town of McKittrick.



**Environmental/Historical Resources:** There are restrictions to protect blunt-nosed leopard lizards, San Joaquin kit foxes, the San Joaquin antelope ground squirrels, Tipton kangaroo rats, giant kangaroo rats, Swainson's hawk, Kern mallow, California jewel-flower, and the Hoover's woolly star plants.

This restriction enacts mitigation agreements between Caltrans, Department of Fish and Game, and the U.S. Fish and Wildlife Service. Other environmental concerns include water issues, crude petroleum close to the surface, and the terrain itself, along with development along the highway in Buttonwillow and at Interstate 5. Possible issues would include the potential historic resources of the aqueduct and canals.

***Segments 7-8: Interstate 5/Route 58 Separation to North Junction Route 58/99/178***

**Begins:** At the Interstate 5/Route 58 Separation
**Ends:** At the North Junction Route 58/99/178 Separation


**Land Use:** Segments 7-8 traverse agricultural land with a combination of residences, commercial businesses, and industrial facilities. Along Rosedale Highway in Bakersfield, west of Route 99, mixed land use consists of residential and commercial development throughout urban areas. In recent years this area has experienced rapid growth in the commercial district and especially in new residential land use. Oil fields, oil wells, and related refineries are scattered throughout this stretch of highway.


*Heavy truck traffic constitutes between 27 to 37% of Annual Average Daily Traffic (AADT) in these segments.*

**Facility:** The highway is mostly a 2-lane conventional highway with the exception of urban Bakersfield , where it is a 4-lane conventional highway. The City of Bakersfield has currently proposed widening Route 58 to six lanes for three blocks west of Route 99. Improvements are occurring in a "piecemeal" fashion as development takes place. Portions of the route are three lanes in the opposite direction already. Traffic impact fees are being collected through the Metropolitan Bakersfield Traffic Impact Fee Program. Construction is scheduled to start in the end of 2004.

Route Adoption Studies were undertaken between 1994 and 2000 for a new alignment from I-5 to Route 99. Construction is scheduled to start in the end of 2004. The FEIS was approved May 7, 2001, and the Federal Record of Decision (ROD) was approved February 12, 2002. There was no state Route Adoption action presented to the CTC because it was determined that no connection to Route 99 could be allowed.

The proposed new alignment for Route 58 was abandoned, and turned over to the local agencies for a proposed new local freeway. Now Route Adoption Studies will have to be undertaken at some time in the future when funding becomes available. Shown in the map is the alignment for Route 58 approved as part of Alternative 15 of the Bakersfield Metro System study by the City of Bakersfield, Kern County Board of Supervisors, and the Kern Council of Governments. Seventh Standard Road from Santa Fe Way to Route 99 is currently funded for widening.

*Interchanges and other State highway connections:*
There is an intersection connection (west to east) with Route 43. Route 58 coincides with Route 178 to the east and also connects with the Route 99 Interchange.

**Environmental/Historical Resources:** There are restrictions to protect blunt-nosed leopard lizard, San Joaquin kit foxes, San Joaquin antelope ground squirrel, Tipton kangaroo rat, Buena Vista Lake shrew, Swainson's hawk, and California jewel-flower, and Hoover's wooly star plants. Issues related to future new alignment, would include traffic noise, aesthetic impacts, and ROW acquisition concerns in the urbanized area of Bakersfield.

***Segments 9-12: South Junction Route 58/99 Separation to Vineland Road Overcrossing***

**Begins:** At the North Junction Route 58/99 Separation (via Route 99 and the South Junction Route 58/99 Separation)
**Ends:** At the Vineland Road Overcrossing

**Land Use:** Segments 9-12 consist of urban land in Bakersfield with mixed land uses consisting of residential, commercial, and industrial facilities.

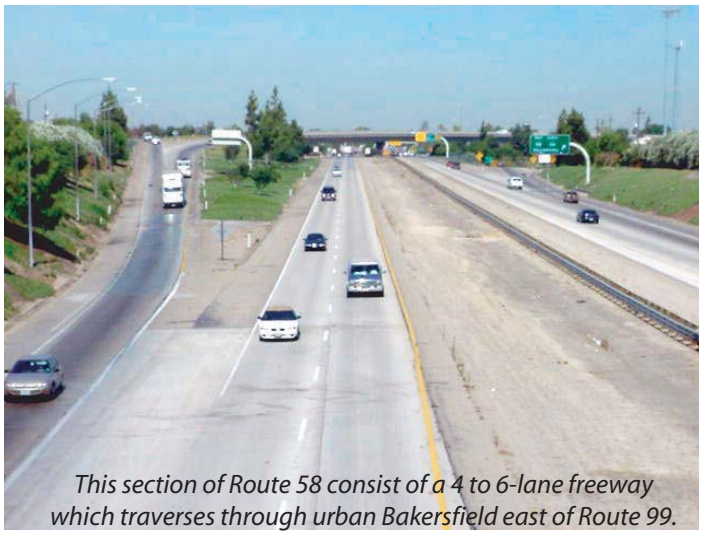
**Facility:** There is a freeway break from the Route 58/99/178 interchange south along Route 99 for approximately two miles. The route then continues east from the south junction Route 58/99 Separation.

The segment starts as a 4-lane freeway and extends into a 6-lane freeway near the Cottonwood Road overcrossing.

The 6-lane freeway ends near the Route 184 interchange and continues as a 4 -lane freeway.

Shown in the map is the alignment for Route 58 adopted as part of Alternative 15 of the Bakersfield Metro System study by the City of Bakersfield, Kern County Board of Supervisors, and the Kern Council of Governments.

*Interchanges and other State highway connections:*
Route 58 coincides with Route 178, which proceeds eastward. It also merges with Route 99, continuing south to the freeway-to-freeway connector with eastbound Route 58, which is the south junction to Route 99. Other interchange connections (west to east) are with State Routes 204 and 184.



*This section of Route 58 consist of a 4 to 6-lane freeway which traverses through urban Bakersfield east of Route 99.*

**Environmental/Historical Resources:**

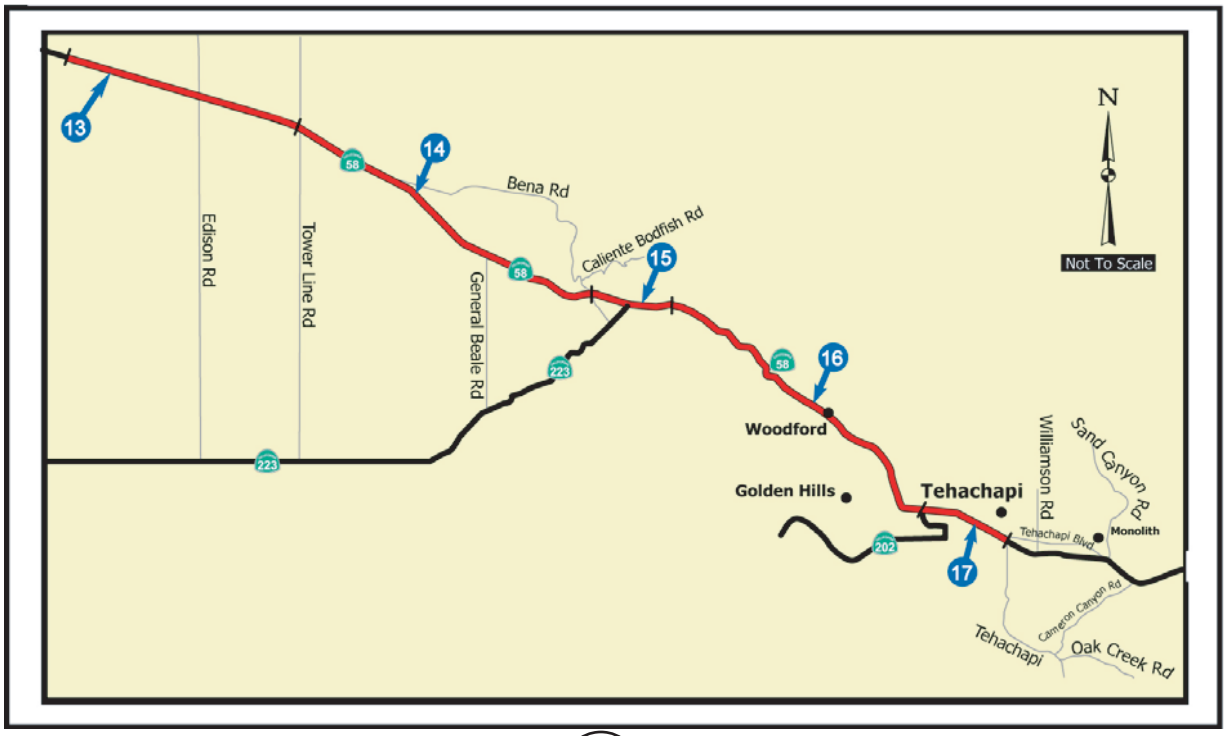
There are restrictions to protect the San Joaquin kit fox. Environmental issues related to future new alignment would include traffic noise, aesthetic impacts and ROW acquisition concerns in the urbanized area of Bakersfield. Traffic noise and aesthetic impacts are concerns.

***Segments 13-17: Vineland Road Overcrossing to Tehachapi Road Overcrossing***

**Begins:** Vineland Road Overcrossing near the east Bakersfield city boundary
**Ends:** Tehachapi Road Overcrossing near the east Tehachapi city boundary

**Land Use:** Segments 13-17 traverse agricultural land, which begin on flat terrain and extend to mountainous terrain. Level agriculture land extends from Bakersfield to General Beale Road, transitioning to rural mountainous terrain. Land uses include mining and ranching.

**Environmental/Historical Resources:** There are restrictions to protect the San Joaquin kit fox, Swainson's hawk, Tehachapi slender salamander, California Jewel flower and Bakersfield cactus. Aesthetic impacts are a concern in urban Bakersfield.



*Rolling hills and mountainous terrain stretch from the central valley to Tehachapi.*

**Facility:** Most of the highway is a 4-lane freeway, except for a short section along Route 223 where a 4-lane expressway exists. Truck climbing lanes are present along most of these segments.

*Interchanges and other State highway connections:*
Interchanges (west to east) occur at Route 202 and at an at-grade connection on Route 223.

Route 223 extends to Arvin several miles south. Route 202 traverses through the southern area of Tehachapi.

***Segments 18-22: Tehachapi Road OC to the San Bernardino County line***

**Begins:** Tehachapi Road Overcrossing near the east Tehachapi city boundary
**Ends:** At the San Bernardino County line near Boron


**Land Use:** The route traverses through flat desert territory which transitions from rolling hills. The terrain transitions from the mountainous area at Tehachapi, traverses through desert territory and ends approximately one mile east of Boron. Other land uses include mining, wind farms, military installations and desert recreation.

**Facility:** Route 58 begins as a 4-lane freeway for approximately twenty miles, transitions in to a 4-lane expressway for nearly ten miles and then reverts back to a 4-lane freeway for over sixteen miles.

**Environmental/Historical Resources:**

Environmental concerns include protecting the Desert Tortoise and the Mojave ground squirrel.

**Facility:** Route 58 begins as a 4-lane freeway for approximately twenty miles, transitions in to a 4-lane expressway for nearly ten miles and then reverts back to a 4-lane freeway for over sixteen miles.

*Interchanges and other State highway connection(s):*
The new Mojave freeway, which is not to be confused with the segment of Route 15 between its north junction with Route 215 near Devore and the California/Nevada State line Mountain Pass Summit, begins on existing Route 58 five miles northwest of the community of Mojave. The highway crosses Route 14 northeast of Mojave and reconnects with business 58.

*The Mojave freeway, which traverses desert land, was completed in December 2003. It begins on existing Route 58 five miles northwest of the community of Mojave.*

## V. Concept Rationale

**Route Concept LOS:**

**Rural:** LOS C was assigned to most of the rural portions of Route 58 due to the interregional importance of the route and/or low traffic volumes.

**Urban:** LOS D was assigned to the route from Interstate 5 to the east end of Bakersfield due to high urban traffic and/or the high percentage of truck traffic. LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and increased construction complexity.

**Concept Facility**:

The Concept Facility for SR 58 is very diverse, consisting of a 2, 4 and 6-lane highway or freeway throughout District 6 by the year 2030. From the beginning of the route in west Kern County to Route 99, the concept facility ranges from a 2-lane improved (passing lanes, intersection, modifications, etc.) conventional highway to a 6-lane conventional highway. The concept facility is a 6-lane freeway east of Route 99 in urban Bakersfield and in the mountainous section between Tower Line Road and Caliente/Bealeville Roads. From the east Bakersfield city limits to the San Bernardino County line, the concept facility is a 4-lane freeway with the exception of the Tower Line Road area.

The Ultimate Facility beyond 25 years is planned to be a 2 or 4-lane conventional highway from the San Luis Obispo County line to the Route 58/99 junction if on existing alignment. A possible route adoption for a 4 to 8-lane freeway from I-5 to Route 99 is to be studied and will be determined by Caltrans, the City of Bakersfield, the City of Shafter and Kern County. The rest of the route is projected to stretch from the Route 58/99 Junction east to the San Bernardino County line as a 6 to 8-lane freeway.

## VI. State Route 58 Transportation Concept Report Summary Chart

The four-page Summary Chart on the following four pages of this TCR indicate that SR 58 is divided into 22 distinct segments. The chart provides descriptive and technical information, both current and forecasted, for the State highway. It also has a linear geographic diagram that illustrates the major state and local highway facilities, along with key natural features and city/county boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

## VII. A Review of Route 58 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 58 is deficient when it operates below the designated Route Concept LOS of C or D.

As of the year 2004, Route 58 is operating at LOS C or better west of I-5 with the exception of the section east of Buttonwillow (Segment 6). From I-5 to the east of Bakersfield (Segments 7-12), Route 58 LOS ranges from LOS B to F.

Route 58 is operating mostly at LOS A or B east of Bakersfield to the end of the route. By the years 2015 and 2030, the LOS will deteriorate on all segments due to the interregional and statewide travel growth on Route 58.

The route will operate mostly at F in the urban areas by the year 2030 with no improvements. In the rural areas the route will operate between LOS B and E west of SR 99. Between Bakersfield and Tehachapi the route will operate at mostly LOS F. East of Tehachapi the route will operate mostly at LOS C or better.

By 2030 the LOS will not meet the designated Route Concept LOS C for Segments 4, 6, 13, 14, 15, 16, 17, and 18, and the designated Route Concept LOS D for Segments 7, 8, 9, 10, 11 and 12. The exceptions will be near Buttonwillow (Segments 1-3, 5), and near Mojave (Segments 19-22).

These identified segments should continue to meet their designated Route Concept LOS through 2030. Segment 7 which spans from I-5 to Allen Rd and Segment 19, which is several miles west of the Mojave, will meet the Concept LOS with improvements. Segment 21 east of Mojave will also meet standards.

The segments that will not meet the Concept LOS with improvements are Segments 8, 9, 10, 12, 13 in urban Bakersfield and 14, 15, 16 near Tehachapi.

Much of the Route 58 freeway and expressway construction from Bakersfield to Tehachapi occurred during the early 1970s. The Mojave Freeway construction (6-lane freeway) was completed in December 2003.

This project vastly improves the level of service through the Mojave area. It specifically decreases congestion in downtown Mojave. This 4-lane section of the freeway stretches for 10 miles, starting five miles northwest of Mojave, crossing Route 14 northeast of Mojave, and reconnecting with business 58 five miles east of Mojave.

A major deficiency in the Route 58 system exists within Bakersfield's metropolitan transportation system. The route does not adequately serve east-west movement due to congested stop-and-go traffic and truck congestion.

Bakersfield's rapid population growth rate, particularly west of Route 99, has added to traffic congestion on the route. This is also true for interregional and statewide traffic projections as the state population increases.

The City of Bakersfield, Kern County, and Caltrans are collectively addressing this deficiency through several potential projects, as shown below:

1. SHORT-TERM: Widening Rosedale Highway west of Route 99 to 4 or 6 lanes.

2. LONGER-TERM: Under the auspices of the Bakersfield Systems Study (2001), the Westside Parkway will be planned and constructed south of Route 58 as part of the proposed Centennial Corridor, which will make an eastbound connection with existing Route 178. This will divert traffic from Route 58.

3. A route adoption study is proposed for a new Route 58 freeway alignment to help improve east-west mobility on the route. This would extend from Interstate 5 to connect with existing Route 58 or at another location. One of the proposed alignments are shown on the detailed maps for segments 1-12.

4. Environmental justice and "livable communities" issues may be particularly important within the Bakersfield metropolitan area.

These issues need to be a part of any planned or future route facility. Within the metropolitan area, improvements to Route 58 will also need to consider beautification issues that impact the surrounding community.

The 1992 District System Management Plan (DSMP) relates to Route 58 on pertinent transportation issues.

Specific DSMP issues include the following:

(1) financing of transportation improvements
(2) environmental impacts of transportation activities
(3) goods movement
(4) lack of adequate east-west travel corridors
(5) incorporating advanced technologies in implementation of strategies

Route 58 is an important shipping lane for goods and materials with truck percentage AADT between 18 to 50%.

From the Route 58/99/178 interchange to the San Bernardino County line, it is part of the National Network (STAA Network).

Truck traffic and goods movement on the route may have difficulty in travel due to the following reasons:

(1) traffic congestion
(2) 2-lane conventional highways
(3) narrow shoulders
(4) queuing problems
(5) north 58/99/178 junction gap with the south 58/99 junction; other problems are caused by an increase in need to move goods on the east-west corridor of Route 58

Truck traffic on Route 58 is interrupted by signals within the Bakersfield urban area west of Route 99. The route will require more capacity and operational improvements in order to accommodate increased goods movement, including a potential bypass to divert truck traffic.

Air quality standards have an impact on SR 58 transportation decisions. State and federal regulations govern air quality standards.

These air quality regulations govern emissions and other factors. The Route 58 corridor for Kern County is located in two air pollution control basins: San Joaquin and Kern Air Basins.

*See the following pages for Section VIII. Planned and Programmed Improvements to Route 58.*

## VIII. Planned and Programmed Improvements to Route 58

The following tables show both the planned and programmed projects for Route 58 over the next 25 years. The planned projects include *candidate* projects for both the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP or SHOPP that are partially or fully funded. STIP projects are capacity-increasing only and SHOPP projects indicate maintenance, safety, and operational improvements.

The table shows:

1. The specific segment.

2. Route 58 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and known pertinent data.

3. Route 58 Programmed Projects-the listing document (STIP, SHOPP) description of the project, and projected begin and completed construction dates.

**Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.**

| Segment PM/KP From/To | SR 58 Planned Projects | SR 58 Programmed Projects |
|---|---|---|
| 2<br>KERN<br>PM 15.4 - 23.7/KP 24.7 - 38.1<br>JCT RTE 33<br>to LOKERN RD | **2004 SHOPP Candidate:** KER 58 PM 21.7 - 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)* | There are no projects currently programmed for this segment. |
| 3<br>KERN<br>PM 23.7 - 24.8/KP 38.1 - 39.9<br>LOKERN RD<br>To CORN CAMP RD | **2004 SHOPP Candidate:** KER 58 PM 21.7 – 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)* | There are no projects currently programmed for this segment. |
| 4<br>KERN<br>PM 24.8 - 27.2/KP 39.9 - 43.7<br>CORN CAMP RD<br>To 0.1 MI W OF BUTTONWILLOW | **2004 SHOPP Candidate:** KER 58 PM 21.7- 27.2, KP 34.9 - 43.8 Near Buttonwillow Lokern Pump Station to 0.1 mi west of Buttonwillow Avenue: *Cold Plane and Overlay (CAPM) (2006/2007)* | There are no projects currently programmed for this segment. |

| Segment PM/KP From/To | SR 58 Planned Projects | SR 58 Programmed Projects |
|---|---|---|
| 7<br>KERN<br>PM 31.6 - 45.8/KP 50.8 - 73.7<br>INTERSTATE 5/RTE 58 SEP<br>to 0.3 MI W OF ALLEN RD | **2004 RTP:** KER 58 PM 40.0 - 45.0, KP R64.4 - 72.4 Near Bakersfield from SR 43 to Renfro Rd: *2-lane conventional highway to 4-lane conventional highway (2008/2013)*<br><br>**2006 STIP Candidate:** KER 58 PM 31.5 – 51.8, KP 50.7 – 83.4 From JCT 58/I-5 to JCT 58/99/178 SEP: *Route Adoption Study: (Future)* | There are no projects currently programmed for this segment. |
| 8<br>KERN<br>PM 45.8 - 51.8/KP 73.7 - 83.3<br>0.3 MI W OF ALLEN RD<br>to N JCT RTE 99/58/178 SEP | **2006 STIP Candidate:** KER 58 PM 31.5 – 51.8, KP 50.7 – 83.4 From JCT 58/I-5 to JCT 58/99/178 SEP: *Route Adoption Study: (Future)*<br><br>**2006 STIP Candidate:** KER 58 PM 46.1 – 51.8, KP 50.7 – 83.4 From Allen Rd to JCT 58/99/178 SEP: *4-lane conventional highway to 6-lane conventional highway (Future)* | There are no projects currently programmed for this segment. |
| 9<br>KERN<br>PM R52.4 - R54.4/KP 83.3 - 87.5<br>S JCT RTE 99/58 SEP<br>to UNION AVE OC | **2004 SHOPP Candidate:** KER 58 PM 52.6 - 53.3, KP 84.7 – 85.8 On SR 58 at SR 99 Connector to the "H" St off ramp: *Construct 3 auxiliary lanes (2010-2011)*<br><br>**2004 RTP:** KER 58 PM R52.4 – R55.4, KP 84.3 - 89.15, From Route 99 to Cottonwood Rd: *4-lane freeway to 6-lane freeway (Beyond 2030)*<br><br>**2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)* | There are no projects currently programmed for this segment. |

| Segment PM/KP From/To | SR 58 Planned Projects | SR 58 Programmed Projects |
|---|---|---|
| 10<br>KERN<br>PM R54.4 - R55.4/KP 87.5 - 89.1<br>UNION AVE OC<br>to COTTONWOOD RD UC | **2004 RTP:** KER 58 PM R52.4 – R55.4, KP 84.3 - 89.15, From Rout e 99 to Cottonwood Rd: *4-lane freeway to 6-lane freeway (Beyond 2030)*<br><br>**2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)* | There are no projects currently programmed for this segment. |
| 11<br>KERN<br>PM R55.4 - R59.4<br>KP 89.1 – 95.5<br>COTTONWOOD RD UC<br>to RTE 58/184 SEP | **2004 RTP:** KER 58 PM 56.4, KP 90.76, From Mount Vernon Ave/SR 58 intersection to KER 99 PM 30.38, KP 48.89, near 7th Standard Rd: *Construct freeway (Beyond 2030)* | There are no projects currently programmed for this segment. |
| 14<br>KERN<br>PM R65.7 - 74.9<br>KP 105.7 - 120.5<br>TOWER LINE RD OC<br>to 0.7 MI E OF BENA RD UC | **2004 SHOPP Candidate:** KER 58 PM 71.9 – 74.0, KP 115.7 – 119.1 Near two sections on EB SR 58 between Gen Beale Rd and Bena Rd: *Construct truck climbing lanes (2009-2010)* | **2002 SHOPP:** KER 58 PM 67.0 - 77.3, KP 107.8 -124.4 0.3 miles west of Caliente Creek Bridge to Bear Mountain Ranch: *Cold planing, Replace PCC, AC overlay, Concrete median barrier*<br><br>*Begin Construction: 2005/2006 Complete Construction: 2007/2008* |
| 15<br>KERN<br>PM 74.9 - 77.1<br>KP 120.5 - 124.0<br>0.7 MI E OF BENA RD UC<br>to CALIENTE/BEALEVILLE RDS | There are no projects currently planned for this segment. | **2002 SHOPP:** KER 58 PM 67.0 - 77.3, KP 107.8 -124.4 0.3 miles west of Caliente Creek Bridge to Bear Mountain Ranch: *Cold planing, Replace PCC, AC overlay, Concrete median barrier*<br><br>*Begin Construction: 2005/2006 Complete Construction: 2007/2008* |
| 16<br>KERN<br>PM 77.1 - R90.7/<br>KP 124.0 - 145.9<br>CALIENTE/BEALEVILLE RDS<br>to RTE 202/58 SEP | **2000 ITSP:** KER 58 PM 77.0 - 86.5, KP 123.9 - 139.2 From Caliente/Bealeville Rds to Broome Road: *Auxiliary and truck climbing lanes (1998-2008)* | **2002 SHOPP:** KER 58 PM 82.7 - 87.0, KP 133.1- 140.1 Bridge BOH 50-44 to JCT 202 SEP: *Construct concrete median barrier*<br><br>*Begin Construction: 2005/2006 Complete Construction: 2006/2007* |

| Segment PM/KP From/To | SR 58 Planned Projects | SR 58 Programmed Projects |
|---|---|---|
| 17<br>KERN<br>PM R90.7 – R95.2/<br>KP 145.9 - 153.2<br>RTE 202/58 SEP<br>to TEHACHAPI RD OC | **2004 RTP:** KER 58 PM R92. - PM R93.2, KP R148.2 - R150.0 In Tehachapi at Dennison Rd: *Widen Structure and add ramps (2007-2009)* | **2002 STIP:** KER 58 PM R92.1 - PM R93.2, KP R148.2 - R150.0 In Tehachapi at Dennison Rd: *Replace OC with 4-lane OC and construct partial cloverleaf interchange*<br><br>*Begin construction: 2006/2007 Complete construction: 2008/2009* |
| 18<br>KERN<br>PM R95.2 – 104.3/<br>KP 153.2 - 167.8<br>URBAN BOUNDARY OF TEHACHAPI<br>to 2.7 MI E OF CAMERON RD OC | **2000 ITSP:** KER 58 PM R101.5 – R107.0, KP R163.3 - R172.2 From Cameron Rd to Randsburg Cutoff: *Upgrade to freeway standards, 4 lane expressway to 4 lane freeway (1998-2008)* | There are no projects currently programmed for this segment. |
| 19<br>KERN<br>PM 104.3 – R107.6/<br>KP 167.8 - 173.1<br>2.7 MI E OF CAMERON RD OC<br>to 4 MI W OF NORTH JCT RTE 14 | **2000 ITSP:** KER 58 PM 101.5 – 107.0, KP 163.3 - 172.2 From Cameron Rd to Randsburg Cutoff: *Upgrade to freeway standards, 4 lane expressway to 4 lane freeway (1998-2008)* | There are no projects currently programmed for this segment. |
| 21<br>KERN<br>PM R118.0 - R129.0/<br>KP 189.9 - 207.5<br>S JCT RTE 14 E<br>to 1.4 MI E OF CALIFORNIA CITY BLVD | **2004 RTP:** KER 58 PM R126.6 - PM R128.8, KP R203.7 - R207.3 south of California City from 1mi west of California City Blvd to 1 mi east of California City Blvd: *Construct interchange (2008/2013)*<br><br>**2000 ITSP:** KER 58 PM 118.0 – 127.6, KP 189.9 - 205.4 from 4.2 miles east of Airport Road to California City Blvd: *Close gap 4E to 4F (2009-2020)* | There are no projects currently programmed for this segment. |
| 22<br>KERN<br>PM R129.0 – R143.9/<br>KP 207.5 - 231.6<br>To 1.4 MI E OF CALIFORNIA CITY BLVD<br>to SAN BERNARDINO CO LINE | There are no projects currently planned for this segment. | **2002 SHOPP:** KER 58 PM R139, KP R223.8 At the Boron safety road side rest area *Rehab EB and WB safety roadside rest areas*<br><br>*Begin Construction: 2005/2006 Complete Construction: 2007/2008* |

*Please see the Appendix for References, Glossary, and additional information on Intelligent Information Services (ITS), Transit, and Bicycle Facilities.*